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Trail Ridge Air

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February 26, 2003

FAA-01-9229-6

U.S. Department of Transportation
Federal Aviation Administration

Attn: Denise Emrick, Transportation Industry Analyst

Dear MS. Emrick:

In accordance with your recent fax dated 2/25/03 requesting additional information to our request for extension on exemption No. 7514, I submit facts, circumstance, condition and reason to support the original petition to remain the same. Docket Number FAA-2001-9229.

The FAA promulgated FAR 135.143 C (2) in an effort to reduce air traffic control separation standards and thus increase traffic flow. The necessary ground sensors have not become operational, thus there is no potential safety advantage to using Mode S transponders rather than Mode C transponders. Mode S transponders are more expensive to install and to maintain.

Granting this exemption is in the public interest because the exemption would result in an increase in aviation safety. The aircrafts N310NR and N6LU are presently equipped with Mode C, which displays position, and altitude to pilots of TCAS equipped aircraft. The display of position and altitude greatly benefit passengers aboard FAR 121 aircraft. The use of Mode C transponder also allows ATC to provide greater separation from other air traffic.

Summary:

The petitioner requests authorization to operate N310NR and N6LU equipped with TSO-C7 4b or TSO-C74 C) Mode C) transponder rather than install a TSO-C112 (Mode S) transponder. A Mode S transponder offers no benefit and is more expensive.

Regards,

Jim Jensen

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